INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

C-O-N-F-I-D-E-N-T-I-A-L

COUNTRY Hungary

SUBJECT Road Data/Bridges

REPORT [redacted] 25X1

DATE DISTR.

NO. PAGES 2

REFERENCES [redacted] 25X1

DATE OF INFO.

PLACE & DATE ACQ. [redacted] 25X1

THIS IS UNEVALUATED INFORMATION

[redacted] 25X1

1. A hard surfaced concrete, all weather road [#908] runs from Miskolc southward to Encd and from Miskolc the same type of hard surfaced, concrete, all weather road [#908] runs northward to Sajo-kaza, Ond and Edelany. Another hard surfaced concrete all weather road runs from Miskolc westward to Lillafured via Diosgyor.

2. All of the above hard surfaced roads are over two lanes in width and in good condition. The roads are able to absorb heavy usage and have a good solid road foundation. The roads are used extensively by trucks hauling coal from the coal mines located in the Sajoszentpeter area and also used by the military stationed in Miskolc and Avas.

3. A number of loose surfaced, all weather roads [#909] run in the vicinity of Alacska, Parasznya and Boldva. The roads are over one lane in width. They also have a solid road bed with the top layer gravel surfaced with sand. The roads run through both mountainous and shallow terrain. The roads are able to absorb heavy usage. They are continuously inspected and maintained.

4. A number of loose surfaced dry weather dirt roads [#935] run in the vicinity of Sajoszentpeter, Sajobabony, Boldva and Radostyan. In some sections the dirt roads are classed as principal dirt roads and in some are classed as both secondary dirt roads or cart tracks. Nevertheless all of them are capable of absorbing heavy usage because of extensive travel in these areas by coal miners and coal being hauled away to central loading points to be shipped out of the area.

5. The dirt roads and cart tracks are over one lane in width and have a good solid road foundation. In addition to being only dirt roads they are gradually being filled in with stone and gravel which eventually will place them in a category of hard surfaced all weather roads. They are continuously maintained by assigned highway crews or by coal miners. During the rains or in spring when the snow melts these dirt roads and cart tracks tend to get muddy and rutted. When this occurs the roads are quickly resurfaced to have the traffic continue from the coal mining area.

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STATE		ARMY		NAVY		AIR		FBI		AEC					

INFORMATION REPORT INFORMATION REPORT

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6. [redacted] 25X1

two highway bridges. One concrete bridge reinforced with steel is located in the northern outskirts of Sajosenttpeter. The bridge crosses over both the Szuha and Sajo Rivers which flow from the north southward on the eastern outskirts of Sajosenttpeter. The bridge does not open and is in good condition. It is over two lanes wide and is capable to absorb heavy usage by both State operated trucks and military traffic. The second concrete bridge reinforced with steel is located approximately one kilometers east of Sajobabony. It crosses a certain section of the river which flows from the Sajo River westward in the direction of Radostyan v.s. The highway which runs from Sajosenttpeter southward to Miskolc crosses over this bridge. It is over two lanes wide and is also in good condition. It is able to absorb heavy usage. During the Hungarian October 1956 revolution both of the above bridges were capable of supporting the heavy Soviet tanks which crossed over them.

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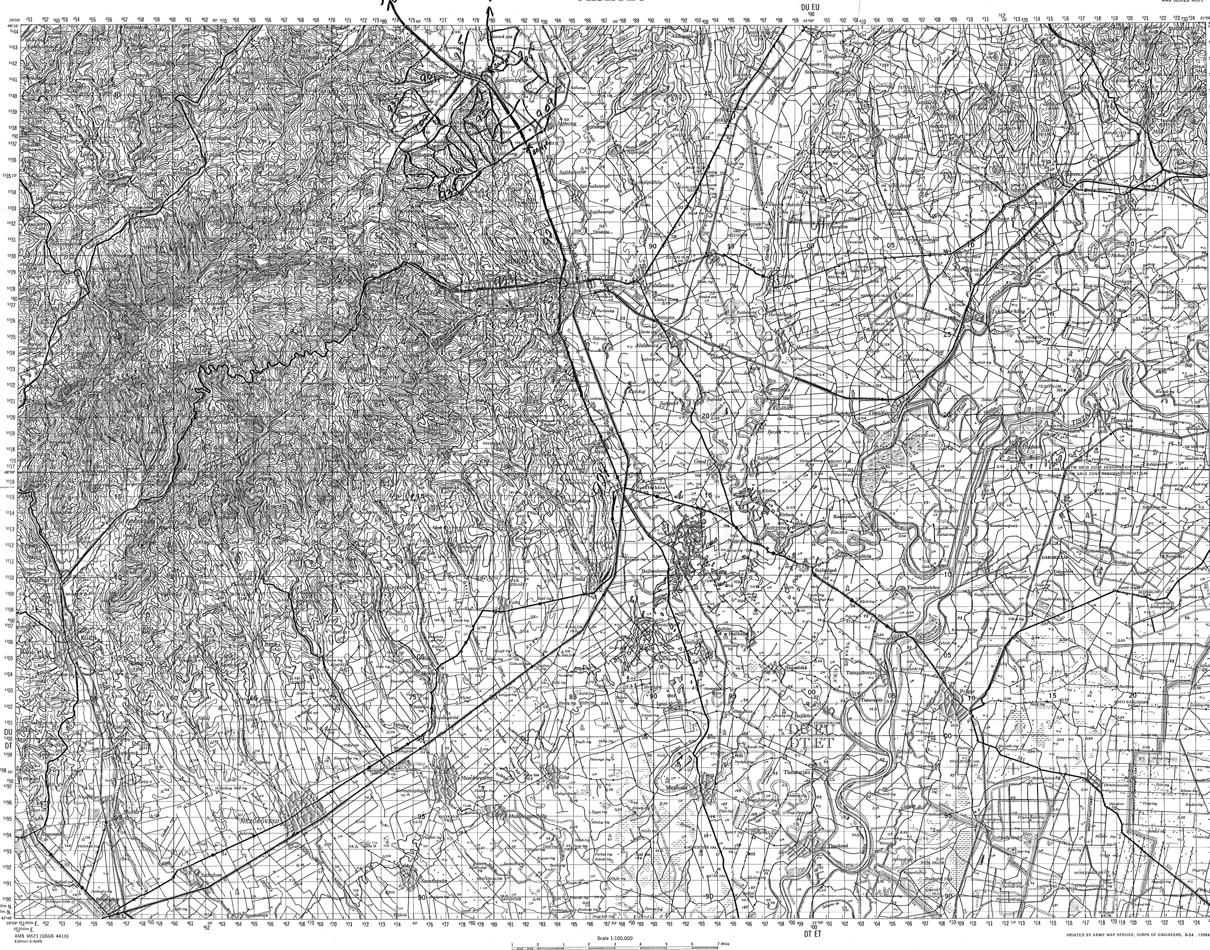
MIDDLE DANUBE 1:100,000

MISKOLC

EDITION 3–AMS

SHEET X-15
AMS SERIES M671



AMS M671 (GSGS 4416)
Edition 3-AMS

Scale 1:100,000

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USERS NOTING ERRORS OR OMISSIONS ON THIS MAP ARE URGED TO MARK HEREON AND FORWARD DIRECTLY TO COMMANDING OFFICER, ARMY MAP SERVICE, WASHINGTON, D. C. MAPS SO FORWARDED WILL BE RETURNED OR REPLACED IF DESIRED

THE GRATICULE AND UNIVERSAL TRANSVERSE MERCATOR GRID ARE ON EUROPEAN DATUM. THE DANUBE ZONE GRID IS ON GREEK DATUM.

LE CARROYAGE ET LE QUADRILLAGE UTM CORRESPONDENT AU RÉSEAU GÉODÉSIQUE EUROPÉEN UNIFIÉ. LE QUADRILLAGE DU FUSEAU DANUBE EST DANS LE SYSTÈME GREC.

CONTOUR INTERVAL 25 METERS

HEIGHTS IN METERS

TRANSVERSE MERCATOR PROJECTION

PURPLE NUMBERED LINES INDICATE THE 1,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID, ZONE 34, INTERNATIONAL SPHEROID

LES LIGNES CHIFFRÉES EN VIOLET CORRESPONDENT AU QUADRILLAGE KILOMÉTRIQUE UTM DU FUSEAU 34, ELLIPSOÏDE INTERNATIONAL

RED NUMBERED TICKS INSIDE THE NEATLINE INDICATE THE 1,000 METER DANUBE ZONE GRID, BESSEL SPHEROID

LES AMORCES KILOMÉTRIQUE CHIFFRÉES EN ROUGE À L'INTÉRIEUR DU CADRE CORRESPONDENT AU QUADRILLAGE DANUBE, ELLIPSOÏDE DE BESSEL

THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED

LES TROIS DERNIERS CHIFFRES DES NUMÉROS DE QUADRILLAGE SONT OMIS

1950 MAGNETIC DECLINATION FOR THIS SHEET VARIES FROM 0°00' FOR THE CENTER OF THE WEST EDGE TO 0°30' EASTERLY FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL CHANGE IS 0°07' EASTERLY.

1950 DÉCLINAISON MAGNÉTIQUE VARIE DE 0°00' SUR LE BORD OUEST DE LA FEUILLE À 0°30' E SUR LE BORD EST DE LA FEUILLE. LA VARIATION ANNUELLE EST D'ENVIRON 0°07' VERS L'EST.

Prepared under the direction of the Chief of Engineers, U. S. Army, by the Army Map Service (GU), Washington, D. C., 1944.

Compiled from Hungary, 1:25,000 and 1:75,000, Cartographic Institute, 1925-35. Road classification based on British Intelligence Reports, 1942-1943.

Roads revised from intelligence data; Universal Transverse Mercator Grid and bilingual marginal data added by AMS, 1953.

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MISKOLC, HUNGARY

25X1